

INTIMATION

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.
ESTABLISHED A.D. 1841.MANUFACTURERS OF AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water is proved by repeated Analyses to be Absolutely Pure.

For COAST POETS. Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Contactfoil Order Books supplied on application.

Our Registered Telegraphic Address is
DISPENSARY, HONGKONG.
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, 26th May, 1894.

The Daily Press.

HONGKONG, JULY 13TH, 1894.

The possibilities of the commercial expansion of Hongkong are practically unlimited, and, with the prospective opening up of China, the construction of railways in the Empire, and the great augmentation in the volume of the foreign trade of that country, there is every reason to believe that the growth of the colony, remarkable as it has been in the past, will go on in the future at an increasing ratio. Those who look forward to seeing a million of inhabitants dwelling on our busy island, with a light railway or tramway running round the coast to enable the population to spread out eastward and westward and to the south might not, if regard be had to the commercial prospect alone, be deemed unduly sanguine. But here the Director of Public Works steps in with a suggestion of smaller limitations necessitated by the inadequacy of the water supply. In his able report on the water supply of the city of Victoria the hon. gentleman examines the question not only with regard to the requirements of the present but also with regard to the requirements and possibilities of the future. He has a scheme in hand to bring the supply up to present requirements and a further scheme which will raise the supply to a sufficiency for a population of 266,000 persons or the estimated population in 1910. But the actual population in that year will probably be far in excess of the estimate, and it seems likely, therefore, that the requirements will advance more rapidly than the supply. When the Taitan works were entered upon it was thought that with their completion the colony would have got over the water difficulty for a long time to come, but the population had so grown in the meantime that almost as soon as the new supply was available it was found to be insufficient. The Taitan project, as Mr. COOPER points out, was for the supply of water to 92,000 persons, but the works were not completed until 1888, by which time the population had increased to upwards of 170,000. So will it be with Mr. COOPER's project and his estimated population of 266,000. The hon. gentleman, however, sets limits to the growth of the city in the following terms: "Though I have assumed that the rate of increase in the population of the city will be maintained for the next ten years at the rate of 5,000 persons per annum, I am of opinion that, considering the limited size of the city and its present over-crowded condition, such a rate of increase should not be permitted and is not likely to occur. In view of the recent improvements in Kowloon, it appears probable that the increase in the population of the colony will to a large extent be confined to that district, the water supply of which is entirely separate from that of the city of Victoria. Should such, however, not be the case, a material increase in the water supply derived from the Taitan Valley may be obtained by the construction of the reservoirs on sites Nos. 4 and 5 and the water pumped up to the existing reservoir." The catchment areas of these suggested reservoirs are 280 acres and 250 acres respectively, and on the basis of the supply from the other reservoirs they might be calculated to give a supply for 80,000 or 90,000 persons, adding this number to the 266,000 persons the estimated population in 1910, we may take 350,000 as the extreme of the population that can be supplied with water under the present system and its proposed extensions. Before the population reaches that limit, however, it may be discovered that a good supply can be obtained from artesian wells, or, failing

Front Japan papers we learn that Major Werbeck, who is on a visit to Japan, showed his sympathy with the sufferers from the tidal wave by offering his services gratis to assist the injured. He was invited by the French Consul to do so, and his offer was displayed to the no small amusement of the inhabitants of Amoy, and, let us hope, to the terror of the Japanese authorities, but since rice and hamper boxes have been left waste, fishing boats and men broken or washed away, and houses many or less completely wrecked, it will be many months before the survivors will be in a position to turn their lives again. Wo, therefore, to the members of the community, it is only to be hoped that the damage, as far as can be seen, places the loss of life at about 23,000; the number of wounded at 4,400; the number of houses destroyed, in whole or in part, at 7,000; and the survivors who are left men or less dead at 75,000. So widespread is the devastation that even the average daily loss of life caused by the great earthquake is not equal to the present loss.

The foreign residents of Japan have promptly responded to the relief of the sufferers. At this part the *Kobe Chronicle*, at present under the editorial management of T. Cowen Eng., was the first to make a public appeal, but on the 21st ult. a public meeting was held, at which it was unanimously resolved to contribute £100 to the relief of the victims of the disaster. What the value of these properties will be after the expiration of the two years' shareholders will not get back hard cash, but will be reinstated into the possession of two big proprietors covering nearly two acres, the one of which has about 210 feet frontage and loss of life caused by the great earthquake is not equal to the present loss.The foreign residents of Japan have promptly responded to the relief of the sufferers. At this part the *Kobe Chronicle*, at present under the editorial management of T. 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The present outlet arrangements are unsatisfactory, the whole of the water being drawn off from near the bottom of the reservoir. During recent years many semi-detached houses have adopted a direct system of water supply, using sea water, and pumping the streets, buildings, fire service, &c.

In considering the foregoing, the practicability of adopting such a system for the City of Victoria has not been lost sight of, and though the use of sea water favours deposit in sewer, its adoption for street watering has advantages over the use of fresh water and may with advantage be used in comparatively level districts.

Any project for the utilisation of sea water for such purposes in the City of Victoria owing to the varying elevations of the built area, vis. from practically sea level to 600 feet above sea level, must necessarily involve the installation of pumping and storage reservoirs in addition to those used for the water supplied for possible purposes.

It would further be necessary to lay throughout the City a separate system of distribution mains and hydrants.

The cost of such a project would not compare favourably with those gravitation projects proposed by Mr. Wilson's Project, and it is the opinion of no such project should be entertained so long as a supply of fresh water sufficient for all purposes can be obtained at a reasonable cost by gravitation.

EXPENDITURE.

Expenditure.—The following is a summary of the works required for the construction of the new Hill District since the year 1890—

Mr. Wilson's Project \$10,000
1890-91 Pokfulum Conduit 15,000
1890-91 Taitan Project 15,000
1890-91 Distribution 15,000
1890-91 Distribution Works 15,000
1895 Taitan Irrigation Works 15,000
Further Expenditure to complete works in hand 15,000

Total \$20,000

Estimated expenditure on proposed works—

Works immediately required \$20,000

Additional reservoirs—Pokfulum, Aspinwall, Taitan, etc., embankment at

Pokfulum 35,000

Calcutta-Pokfulum 15,000

Reservoir Taitan Site No. 1 15,000

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" " 3 15,000

Total \$81,000

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Additional reservoirs

NOTICE TO CONSIGNERS

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"MERIONETHSHIRE"
FROM HAMBURG, ANTWERP,
LONDON AND STRAITS.

CONSIGNERS of Goods are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon whence, unless from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARILLI & CO.

Agents.

Hongkong, 6th July, 1896. [1513]

NOTICE TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"BELLONA" Captain v. Binszer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Under-signed, and to make delivery of their goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon whence, unless from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected.

SIEMENS & CO.

Agents.

Hongkong, 9th July, 1896. [1517]

NOTICE TO CONSIGNEES.

THE P. O. S. N. Co.'s Steamship

"RAVENNA" FROM ROMA, COLOGNE, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon whence delivery may be obtained undelivered after the 13th inst. at 3 P.M. To-day.

Optional Cargo will be forwarded on unless notice is received from the Consignee before 4 P.M. To-day, the 4th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Under-signed.

Goods remaining undelivered after Monday the 13th inst. at Noon will be subject to rent and Landings charges.

All Claims must be sent in to me on or before Monday, the 13th inst., or they will not be recognized.

All Damaged Packages will be examined on Monday, the 13th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 6th July, 1896. [1518]

OCEAN STEAMSHIP COMPANY.

CONSIGNERS per Company's Steamer

"MYRIDON" are hereby notified that the Goods are to be charged into Craft, and/or landed at the Godowns of the Under-signed; in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th inst.

Goods undelivered after the 13th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 13th inst.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 6th July, 1896. [1514]

"WARACK" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"LENOX" FROM NEW YORK AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at the risk into the Godowns and Godown Company at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All damaged packages will be presented to the Under-signed on or before the 13th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARILLI & CO.

Agents.

Hongkong, 7th July, 1896. [1515]

NOTICE TO CONSIGNEES.

THE P. O. S. N. Co.'s Steamer

"BORNEO" FROM ANTIQUE, LONDON, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All damaged packages will be presented to the Under-signed on or before the 13th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARILLI & CO.

Agents.

Hongkong, 7th July, 1896. [1516]

OCEAN STEAMSHIP COMPANY.

CONSIGNERS per Company's Steamer

"DIONED" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Under-signed; in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th inst.

Goods undelivered after the 13th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 13th inst.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th July, 1896. [1517]

"EICKMEE'S" REGULAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESEX, ANTWERP, AND HAMBURG.

THE Company's Steamer

"ELLEN BICKMERS" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and a certificate of the damage obtained from the Godown Company with in two days after the vessel's arrival here, after which no claims will be recognized.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company with in two days after the vessel's arrival here, after which no claims will be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, the 17th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ARNOLD, KARBERG & CO.

Agents.

Hongkong, 10th July, 1896. [1518]

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO.

THE "100-A" British Ship

"FOOCHOW," Captain Blackburne, will be despatched to MORROW, the 14th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th July, 1896. [1519]

NOTICE TO CONSIGNEES.

FROM THE "100-A" British Ship

"SOCOTRA," Robbie, Master, will load here for the above port and will have quick despatch.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. To-day.

Bills of Lading will be countersigned by ARNOLD, KARBERG & CO.

Agents.

Hongkong, 10th July, 1896. [1518]

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DISPATCHED BY
LONDON, &c.	Peshawar	Brit. str.	Cole	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON	Peshawar	Brit. str.	Gadd	P. & O. S. N. Co.	On or about 22nd inst.
LONDON	Sunda	Brit. str.	Gordon	P. & O. S. N. Co.	On about 5th August.
LONDON VIA SUEZ CANAL	Achilles	Brit. str.	Harrow	BUTTERFIELD & SWIRE	On 20th inst.
LONDON VIA LA VARE AND BURG	Polynesian	Brit. str.	Goodwin	BUTTERFIELD & SWIRE	On 20th inst.
LONDON VIA LA VARE AND BURG	Monmouthshire	Brit. str.	Evan	D. G. COOK & CO.	On 20th inst.
LONDON VIA HIBERNIA VIA STORM	Thistle	Brit. str.	Fitzgerald	D. G. COOK & CO.	On 20th inst.
LONDON VIA HIBERNIA VIA STORM	Princess	Brit. str.	Garrison	MELCHERSON & CO.	On 20th inst.
MARSEILLES, HARVE & H'W'RD	Maria Blomkars	Brit. str.	Watkin	ARNOLD, KARBERG & CO.	On 21st inst. at 9 A.M.
MARSEILLES	Melbourne	Brit. str.	Borg	REGGIANO	On 21st inst. at Noon.
MARSEILLES VIA SAIGON &c.	Empress of Japan	Brit. str.	Levi	MESSAGERIES MARITIMES	On 29th inst. at Noon.
VICTORIA, B.C., &c. V. YAMA	Almores	Brit. str.	Longfellow	SIEMENS & CO.	On 21st inst. at Noon.
VICTORIA, B.C., &c. V. YAMA	Olympia	Brit. str.	Longfellow	SIEMENS & CO.	On 22nd inst. at Noon.
SAN FRANCISCO VIA YAMA	Portia	Brit. str.	Longfellow	SIEMENS & CO.	On 23rd inst. at Noon.
SAN FRANCISCO VIA YAMA	Socotra	Brit. str.	Longfellow	SIEMENS & CO.	On 24th inst. at Noon.
SAN FRANCISCO	Lazuli	Brit. str.	Longfellow	SIEMENS & CO.	On 25th inst. at Noon.
NEW YORK VIA SUEZ CANAL	Com. T. H. Allen	Brit. str.	Longfellow	SIEMENS & CO.	On 26th inst. at Noon.
NEW YORK	Baltimore	Brit. str.	Longfellow	SIEMENS & CO.	On 27th inst. at Noon.
BALTIMORE	Barbadoes	Brit. str.	Longfellow	SIEMENS & CO.	On 28th inst. at Noon.
BALTIMORE	Edinburgh	Brit. str.	Longfellow	SIEMENS & CO.	On 29th inst. at Noon.
BALTIMORE	Glengro	Brit. str.	Longfellow	SIEMENS & CO.	On 30th inst. at Noon.
BALTIMORE	London	Brit. str.	Longfellow	SIEMENS & CO.	On 31st inst. at Noon.
BALTIMORE	Portsmouth	Brit. str.	Longfellow	SIEMENS & CO.	On 1st inst. at Noon.
BALTIMORE	St. John	Brit. str.	Longfellow	SIEMENS & CO.	On 2nd inst. at Noon.
BALTIMORE	Toronto	Brit. str.	Longfellow	SIEMENS & CO.	On 3rd inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 4th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 5th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 6th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 7th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 8th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 9th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 10th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 11th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 12th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 13th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 14th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 15th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 16th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str.	Longfellow	SIEMENS & CO.	On 17th inst. at Noon.
BALTIMORE	Valparaiso	Brit. str			